

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2094

IN THE MATTER OF:

Served March 28, 1980

Application of AIRPORT LIMO, INC.,) Case No. AP-80-07
for Temporary Authority to)
Transport Passengers in Special and)
Charter Operations Between National)
and Dulles Airports and Points in)
the Metropolitan District)

By application filed March 14, 1980, as supplemented, Airport Limo, Inc., seeks temporary authority to transport passengers and their baggage, in the same vehicle with passengers, in special and charter operations, over irregular routes, as follows:

(A) Charter Operations

- (1) Between Washington National Airport, on the one hand, and points in the Metropolitan District, except points in Virginia, on the other; and
- (2) Between Dulles International Airport, on the one hand, and points in the Metropolitan District, except points in Virginia, on the other;

Restricted in (1) and (2) above to passengers and aircraft crews having a prior or subsequent movement by air.

(B) Special Operations

- (1) Between Washington National Airport on the one hand, and points in the Metropolitan District, on the other, restricted to passengers and aircraft crews having a prior or subsequent movement by air; and
- (2) Between Dulles International Airport, on the one hand, and points in the Metropolitan District, on the other.

Applicant provides service under contract with a number of airlines, transporting aircraft crews between the airports, and between

each airport and hotels in the District of Columbia, pursuant to WMATC Special Certificate of Public Convenience and Necessity No. 1. 1/

Airport Limo proposes to provide the service under a contract with the Federal Aviation Administration (FAA) as a replacement for Greyhound Airport Service, Inc., which is withdrawing from local transportation. 2/ Service would be operated on a scheduled basis between (a) Dulles and a number of motels in suburban Maryland, (b) Dulles and downtown Washington, D. C., at the Washington Hilton and the Capital Hilton, (c) Dulles and National airports, (d) National and suburban Maryland and (e) National and downtown Washington, D. C. Additionally, non-scheduled service will be available upon demand and applicant hopes to implement a "door-to-door" service in the future.

As a supplement to its existing fleet of 15 vans, applicant intends to purchase up to seven motor coaches and 20 vans on or about April 1, 1980, pending completion of negotiations with the FAA. Airport Limo believes that these vehicles will satisfy demand for service and assure sufficient back-up equipment.

With respect to the rates to be charged, applicant proposes to sub-divide the heart of the Metropolitan District into five basic zones 3/ and charge fares as follows:

I. Between National Airport and Dulles
Airport:

Fare

\$6.00

1/ See Commission Regulation No. 70, adopted in Order No. 2004, served June 20, 1979.

2/ Grayhound Airport Service, Inc., has petitioned the Commission for voluntary revocation of its Certificate of Public Convenience and Necessity No. 7. The Commission will act on the petition upon a disposition of Case No. AP-80-07 and issuance of temporary authority after compliance with all stated conditions therein.

3/ Zone 1 encompasses the downtown Washington, D. C. business district and Capitol Hill; Zone 2 includes the area between McArthur Boulevard and Connecticut Avenue, N. W.; Zone 3 includes the area between Connecticut Avenue, North Capitol Street and Missouri Avenue, N. W.; Zone 4 encompasses the balance of the District of Columbia; and Zone 5 is comprised of the Maryland suburbs inside the Beltway.

II. Between National Airport and points in Washington, D. C., and Maryland:

<u>Zone</u>	<u>Fare</u>
1	\$3.25
2	\$3.75
3	\$4.25
4	\$4.75
5	\$5.25
Beyond Zone 5	\$5.25 plus 50¢ per mile

III. Between National Airport and specified Virginia points when traveling via Lady Bird Johnson Island: 4/

	<u>Fare</u>
Holiday Inn, Tysons Corner	\$5.50
Ramada Inn, Tysons Corner	\$5.50
Sheraton Hotel, Reston	\$6.00

IV. Between Dulles Airport and points in Washington, D. C., and Maryland:

<u>Zone</u>	<u>Fare</u>
1	\$6.00
2	\$6.25
3	\$6.50
4	\$6.75
5	\$7.00
Beyond Zone 5	\$7.00 plus 50¢ per mile

4/ The Compact, Title II, Article XII, Section 1(b), withholds Commission jurisdiction from transportation performed between points solely within the Commonwealth of Virginia, but transportation between Virginia points involving transit over a route through another jurisdiction is covered by Section 1(a) of Title II, Article XII. See Order No. 1822, served March 27, 1978, and Order No. 1573, served June 23, 1976.

V. Charter service between National Airport or Dulles Airport and any point in the Metropolitan District:

	<u>Per Live Mile</u>	<u>Per Dead Mile</u>	<u>Charge Per Hour</u>	<u>Minimum Charge</u>
11-passenger vehicle	90¢	90¢	\$15.00	\$52.00
40-passenger vehicle	\$1.20	\$1.20	\$20.00	\$90.00

In support of the proposed tariff schedule, Airport Limo filed a pro-forma statement of projected revenues and revenue deductions anticipating income of \$2,575,744 and expenses (including allocations to overhead) of \$2,438,343, yielding a pre-tax return of \$137,401 and an operating ratio of 95.

A letter from the director of Metropolitan Washington Airports, a division of the FAA, expresses intent to contract with applicant for service to commence on April 1, 1980, for a period of one year, with a possible six-month extension. The contract contemplates the operation and management of ground transportation services at National and Dulles airports.

Public ground transportation at the airports is being provided by Greyhound Airport Service which has expressed its intention to terminate airport operations on March 31, 1980. Other service is being provided to airline crews by applicant, as noted above, and to passengers traveling between two specified hotels in Washington, D. C., not served by Greyhound.

Title II, Article XII, Section 4(d)(3) of the Compact provides that the Commission may, in its discretion and without hearing, grant temporary authority for which there is an immediate and urgent need to a point or points or within a territory having no carrier service capable of meeting such need. Such circumstances exist in this case.

Without ground transportation available on April 1, 1980, the traveling public will be bereft of convenient, economical transit from, to and between National and Dulles airports on a regularly scheduled basis. No other carrier is capable, especially on such short notice, of filling the void resulting from Greyhound's departure. In fact, when the FAA solicited bids for the proposed contract, Airport Limo was the only responsive carrier.

Inasmuch as the criteria of Section 4(d)(3) have been satisfied, a grant of temporary authority will be issued when applicant has demonstrated that it is fit to provide service by purchase or lease of sufficient equipment to meet service requirements. Airport Limo

will be given five days from the service date of the instant order to file an equipment list showing that it is capable of supplying the full range of airport service. Evidence that the vehicles have been inspected by a signatory jurisdiction should also be submitted.

THEREFORE, IT IS ORDERED:

1. That Airport Limo, Inc., shall be granted temporary authority to transport passengers and their baggage, in the same vehicle with passengers, over irregular routes as follows:

(A) Charter Operations

(1) Between Washington National Airport, on the one hand, and points in the Metropolitan District, except points in Virginia, on the other; and

(2) Between Dulles International Airport, on the one hand, and points in the Metropolitan District, except points in Virginia, on the other;

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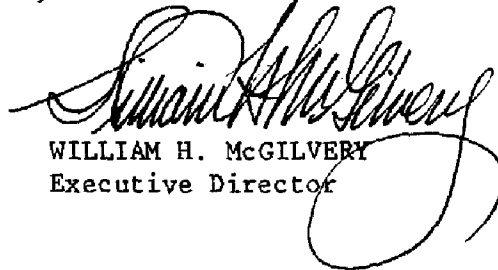
(2) Between Dulles International Airport, on the one hand, and points in the Metropolitan District, on the other,

subject to compliance with paragraph (2), below.

2. That Airport Limo, Inc., is hereby directed to file with the Commission, within five days from the service date of this order, (a) an equipment list showing all vehicles to be used in the authorized airport service, whether owned or under agreement of lease, and evidence that said vehicles have been inspected by a signatory jurisdiction, or else show cause why such equipment list has not been filed, and (b) a notarized statement of compliance with Commission Regulation No. 68 governing identification of motor vehicles.

3. That unless Airport Limo, Inc., timely complies with the mandates of paragraph (2) above, the conditional grant of temporary authority made herein shall be considered void, and Case No. AP-80-07 will stand denied in its entirety effective upon the expiration of the said compliance time or such additional time as may be authorized by the Commission.

BY THE DIRECTION OF THE COMMISSION, COMMISSIONERS SCHIFTER AND SHANNON:



WILLIAM H. MCGILVERY
Executive Director